



Montana Aviation Conference – Ready to Roll!

Plans are well underway for the 2001 Montana Aviation Conference to be held March 1-3 at the Best Western Outlaw Inn at Kalispell. The Kalispell volunteer conference committee has been busily planning for a fun-filled, educational three days of seminars and social events. The sponsors of this year's conference are the Montana Pilots Association, Montana Airport Managers Association and the Montana Antique Aircraft Association.

The committee has made some exciting changes to this year's conference format. Thursday evening a cocktail hour will be held in the exhibit area followed by an awards dinner. A meal ticket must be purchased for the awards dinner. Plan to attend to honor those being acknowledged for outstanding efforts in the year 2000. Continental breakfasts will be held Friday and Saturday mornings in the exhibit hall. Friday evening a hangar dance is being held at Cavanaugh's Hotel, transportation, drink tickets and a light dinner will be provided.

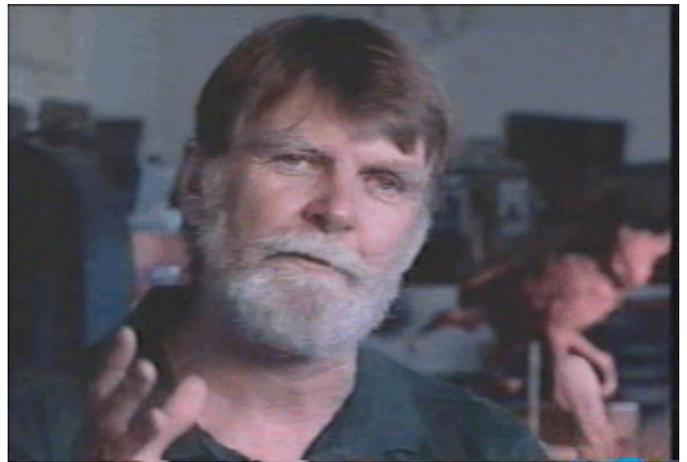
Many interesting speakers and seminars are being scheduled together with the aerial applicators recertification session; IA renewal seminar; aviation education program for students and educators; together with an exhibit hall filled with vendors offering the latest and greatest in aviation products and services.

The Saturday evening banquet will feature William Lishman. Bill is a pilot, artist, sculptor, filmmaker, author, inventor, naturalist and entrepreneur. In 1988, Bill raised a flock of Canada geese, imprinted them to an ultralight aircraft he de-

signed and built, and flew with the birds around southern Ontario. The success of this work led to conducting a migration experiment by leading flocks of Canada geese on their journey south by acting as surrogate parents. The experiment was documented by ABC's 20/20 and captured the attention of biologist around the world. The aircraft-led migrations were successful in that the birds learned a safe migration route. This technique could be utilized to restore threatened or endangered migratory waterfowl, which have ceased to migrate.

Bill documented his first flights with Canada geese in the award winning video *C'mon Geese*. His first book about his work with the geese is in the curriculum of many US public schools. Columbia Pictures produced a feature film entitled *Fly Away Home* inspired by his career. Bill not only consulted for filming, but also was the stunt double for the lead actor, Jeff Daniels—who was playing Bill! His autobiography *FATHER GOOSE* is on the best seller list.

In 1995, the Canadian Owners and Pilots Association highest honor, the prestigious AOPA Award, was presented to Bill. In 1996, he received *Odyssey of The Mind's* prestigious Creativity Award (previous recipients have been Walt Disney, Chuck Jones, and NASA). Bill's 21st century earth-



Inspirational Speaker - Bill Lishman

integrated domed home has been featured in *Equinox* and *Harrowsmith* magazine for its innovative design. His sculptures are displayed in television commercials, IMAX films *The Last Buffalo* and *Titanica*, the Oklahoma Aviation and Space Hall of Fame, Canada's *Wonderland* and EXPO '86.

As you can see, the schedule is full and will offer something for everyone! This year the Conference will offer mobility & access for special needs, and also sign language for the Deaf or hard of hearing, to make prior arrangements please call George Smith, (work) 752-2197 ext. 24, (home) 862-9469 or email mtsmiths@centurytel.net. Be sure and register today for the Conference! Complete the registration form on page 7 of the newsletter and return to Helena, make hotel reservations and we'll look forward to seeing you in March.

Administrators Column

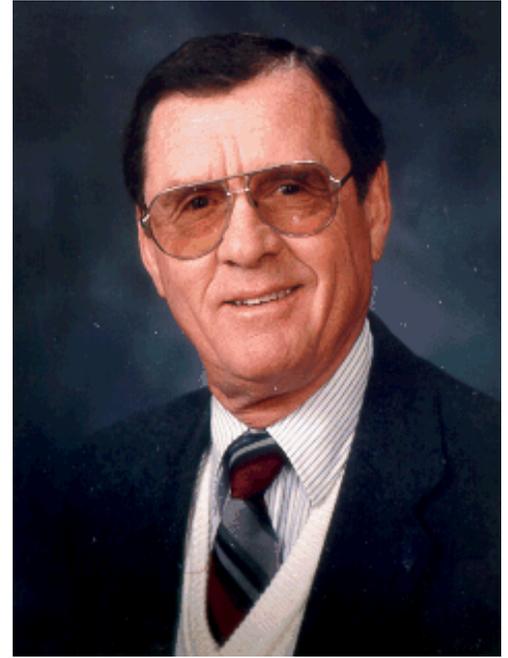
PRESIDENT CLINTON CREATES NEW AIR TRAFFIC CONTROL ORGANIZATION - President Clinton issued an Executive Order creating a new independent management unit within the FAA to take over the management of the air traffic control system. The President stated "The FAA's 20 year effort to modernize its air traffic control technology simply has not been able to keep pace with either the emergence of new technology or the growth and demand for air travel." The Federal Aviation Administration (FAA) is ordered to establish a performance-based air navigation service organization (ANSO) which will manage air traffic services under the direction of a Chief Operating Officer who will report to the FAA Administrator. ANSO will operate separate from the FAA's regulatory, safety and enforcement arm. The Secretary of Transportation has designated five members to serve on an Air Traffic Subcommittee which was created by Congress. This subcommittee will oversee ANSO management and budget to insure that it becomes more performance based and customer driven. The President is also asking Congress to replace the excise tax on passengers with the authorization for the ANSO to establish cost-based charges on commercial users of the air traffic control system, while still allowing general aviation to pay fuel taxes. In other words USER FEES for commercial operators but not for General Aviation. It is not clear at this writing, whether or not USER FEE's will apply to GA commercial operators. ➔

FAA FURTHER DELAYS GRAND CANYON AIR TOUR PLAN - Last month I wrote an article about the United States Air Tour Association's (USATA) successful appeal in the U.S. Court of Appeals in which the USATA charged that the new routes established by the FAA and the National Park Service posed a serious threat to air safety. The Court gave the FAA until November 28th to report back its findings on the USATA allegations. The Court also stayed the implementation date until December 28, 2000. After the FAA conducted flight tests of the proposed routes, they concluded that the plans do, in fact, raise several safety issues cited by USATA.

The FAA told the Court it hopes to resolve these safety issues over the next several months and have a revised plan in place prior to the 2001 summer tourist season. If this time frame is not possible to meet, the FAA plans to implement the new West end routes while maintaining the stay of the new East end routes. The USATA said the FAA action is "the only reasonable decision" the agency could undertake "to avoid a serious air disaster and ensure air safety in the skies over the Grand Canyon. The FAA did its job notwithstanding the enormous political pressure being placed on the agency by federal and land managers seeking to dictate national aviation policy." In a related story the USATA, unlike other trade associations, could not resist making an official comment about the outcome of the presidential election prior to the outcome of ongoing court battles. USATA President Steve Bassett called the Florida election certification and "de facto election" of George W. Bush and Richard Cheney a "breath of fresh air for an industry smothered by eight years of unfair and unjust treatment" by the Clinton/Gore Administration. Bassett further stated "We can hardly contain our enthusiasm". "Finally, after eight long, arduous years, we have hope that we have elected a president and vice president who will demand fairness and balance when it comes to environmental policy and impacts on federal lands and the airspace above. It is time to unshackle the FAA, allow the agency's professionals to get back to work and do the job they're trained to do and get federal land managers at the Department of Interior and National Park Service out of the aviation business." ➔

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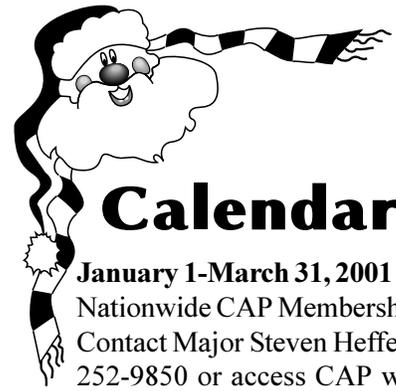
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Montana's Volunteers Shine!



Dan Lilja from Plains, Search District Coordinator for District 1, Ted Luark and Carolyn Polinsky, volunteers from Superior, and John Rotter of Thompson Falls, Co-Coordinator for Search District 1, are using their SUPERIOR ELT homing skills at the Superior Airport on October 28, 2000.



Calendar

January 1-March 31, 2001 – Annual Nationwide CAP Membership Drive. Contact Major Steven Heffel at (406) 252-9850 or access CAP website at <http://www.capnhq.gov> for info about Montana Wing CAP.

February 2 & 3, 2001 - Flight Instructor Refresher Clinic, Helena.

February 9-11, 2001 – Winter Survival Clinic, Helena.

March 1-3, 2001 – Montana Aviation Conference, Kalispell.

March 22-24, 2001 – International Women in Aviation Conference Reno, NV

April 8-14 – Sun n Fun EAA Fly-In, Lakeland, FL

MPA Requests Assistance

A recently formed subcommittee of the Montana Pilots Association, going by the present moniker “Remote Recreational Airstrips Subcommittee,” is requesting your help to find locations for strips that can accommodate all types of general aviation craft, from the Super Cub, Husky types to the C-172’s, 180/85’s and many Piper types.

The short term objective of the subcommittee is to locate property anywhere in the State of Montana that has the following physical attributes:

1. Sites that have been an airstrip and have been abandoned by the owner/agency or,
2. Sites that have the possibility of being developed into an airstrip with some minimal to difficult physical effort.

The long-term goal of the subcommittee is to work to develop these sites into facilities that the general aviation community can use to camp on, hunt and fish from, or just “plane” fly into.

If you know of any sites that could be studied to meet these objectives and the goals please take the time to send any information to the address below, such as:

1. Location, by section, township and range or lat./long. and other general geographical location landmarks.
2. Known or possible ownership information.
3. Your best estimate of difficulty to transport the site from its present condition into a “usable” airstrip, i.e., very easy (it’s there and needs mowing), easy (need some trees removed and holes filled), difficult (will need trees cut, dirt hauled in by road), difficult but very doable with some concentrated work (all of the above and other problems to correct), very difficult (you will need major heavy equipment work and big bucks).
4. Other general information such as – would be a beautiful place to camp, or great hunting for _____, or fishing for _____ is within walking distance, etc.

Please be inclusive in your suggestions. Look for and suggest property on “State” sections and all other state and federal lands. The subcommittee has made reliable and supportive contacts with many people in these agencies who can help us to expand our flying resources. Do you know of private ownership that may be willing to assist us in our goal, or that has a great possible site that we should contact to see if they would be willing to support our effort? Send the information. We just need to know of good possible sites to work on with these agencies or private owners to meet our goal. Send all information to: Don Kinney, RRAS/MPA, HC 50, Box 4405, Red Lodge, MT 59068 – (406) 446-1670, e-mail – kinney@wtp.net.

Aerospace Education Symposium



Jeanne MacPherson, visiting with Harriet Quimby (in cameo appearance). In 1911, eight years after Orville Wright's first successful flight, Harriet Quimby became the first American woman to earn a pilot's license. In 1912, She became the first woman to fly across the English Channel.



The Montana aviation educators pose with Mary Feik, the first female aircraft maintenance instructor pictured are back row, Jim Litz, DeeAnn Mooney, Mary Feik, Mary Neils-Fennessy, front row, David Bixby, Kaye Ebelt & Jeanne MacPherson.

Jeanne MacPherson of the Montana Aeronautics Division and educators, DeeAnn Mooney of Missoula, Pam Belston of Laurel, and Mary Neils-Fennessy of Whitefish, traveled in the state's Bonanza to Colorado Springs, CO, to attend the 24th Annual Aerospace Education Symposium, *Women As Role Models in Aerospace*, at the United States Air Force Academy on October 12-13, 2000. Also in attendance were Montana educators Kaye Ebelt, David Bixby and Jim Litz of Missoula.

They were all treated to some top aviation/education speakers; Marta Bohn-Meyer became the first female crewmember to fly in the SR-71 highspeed flight research program at NASA's Dryden Flight Research Center in October of 1991. Mary Feik, at age 18 in 1942, became the first female aircraft maintenance instructor in the U.S. Army Corps. She later became the first woman engineer in Research and Development for pilot and flight crew trainers. Her experience in the USAAF eventually earned her a position with the National Air and Space Museum. They were also treated to some aviation history with cameo appearances from, Harriet Quimby, Jacqueline Cochran, Amelia Earhart, Pancho Barnes and Sally Ride.

Challenge Aviation with Education March 1-3, 2001

This year's workshop will be held in conjunction with the Montana Aviation Conference in Kalispell. On March 1, we are offering an exciting aviation program for junior and senior high school students, educators and teachers.

Thursday, March 1, 1:00 – 2:30 PM - Elks Lodge- Captain Karen M. Kahn, a MD-80 Captain for a major airline and the first woman to be type rated in a Lockheed Jetstar with over 29 years of aviation experience, is invited to inspire junior and high school students with topics of, *Succeed!* and *Just Do it!*

2:40 – 3:40 PM - Elks Lodge - an aviation career panel will present an overview of aviation careers and then open a discussion for questions and answers.

3:50-5:00 PM - Elks Lodge – Jeanne MacPherson, Montana Aeronautics and Len Wheeler, FAA will offer a ground school in aviation navigation and offer flights in a flight simulator.

The Aviation/Aerospace Educators Workshop will be held March 2 and 3 at the Elks Lodge. This workshop will be beneficial for teachers, scout leaders, youth advisors and anyone interested in sharing aviation. Hands on aviation activities presented by NASA, a cameo appearance of Christa McAuliffe, Geometry and Kite Building, Aviation Navigation and Flight Simulation and orientation flights are all planned for educators.

For more information, please contact: Jeanne MacPherson, Montana Aeronautics Division at (406) 444-2506 E-mail: jemacpherson@state.mt.us

Scholarship Opportunities

ALOA Scholarships: A Love of Aviation (ALOA) Scholarship established in 1993 by an anonymous donor and joined by a second donor in 1997 will once again be awarded in 2001.

The \$250 flight scholarships offered to Montanans are to be used to help defray costs of flight instruction and will be presented during the 2001 Montana Aviation Conference in Kalispell.

Awarding of the scholarships will be based on a letter explaining the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements.

Letters of application should be sent to Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call (406) 444-2506 for more information. Letters must be postmarked on or before February 2, 2001. ➔

Montana Pilots Association Junior Award: The Montana Pilots Association is seeking applicants for its Junior Pilot of the Year Award. The recipient is chosen for outstanding interest in aviation, citizenship within their community and demonstrated academic achievement. New pilots are frequently chosen for this award, but don't let the Junior fool you, this award can be given to any deserving age group. This person is most like pursuing a professional aviation career.

Interested applicants must submit a letter explaining the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements.

Letters of application should be sent to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call (406) 444-2506 for more information. Letters must be postmarked on or before February 2, 2001. ➔

Parrott Family Scholarship: Parrott Family will award a fourth annual aviation scholarship in 2001 to a Montana high school student. The scholarship will pay \$1,000 and is to be used over a one-year period for pilot training programs for students enrolled in the Rocky Mountain College (RMC) aviation program. The funds

may be used for tuition in the RMC aviation program, and/or flight training expenses leading to a Private, Commercial, or Flight Instructor Certificate, and may include Instrument and Multiengine ratings that are required by the RMC aviation curriculum. Eligible expenses include aircraft rental, flight and ground instruction, simulator training, and the purchase of aviation related materials and related supplies.

The award will be made by a selection committee and will be based on overall character, academic qualifications, seriousness of purpose, past aviation related activities, if any, or any other criteria it determines to be appropriate.

Applicants need to send a letter of application to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604. Letters must be postmarked on or before February 2, 2001.

The award will be presented at the Montana Aviation Conference in Kalispell in early March. ➔

Aviation Appreciation Scholarship: The sixth annual Aviation Appreciation Scholarship will be presented at the Montana Aviation conference in Kalispell.

The scholarship is offered by Jeff Morrison, retired former owner of Morrison Flying Service, currently Exec Air in Helena. Jeff has established the \$300 scholarship as a token of appreciation to the aviation community. The scholarship is designed to help a young person seeking a career in aviation.

The scholarship recipient will be selected based upon a Montana resident explaining in a letter the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements.

Letters of application should be sent to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call (406) 444-2506 for more information. Letters must be postmarked on or before February 2, 2001. ➔

Winter Flight Fest

Building on the success of International Young Eagles Day held each year in June, EAA's Young Eagles Program has scheduled another major flying day so young people can enjoy the excitement of flight.

The inaugural "Winter Flight Fest" is scheduled for Saturday, February 3, 2001, the mid-point of the official winter season. As with the activities on International Young Eagles Day, EAA-member pilots are encouraged to fly young people ages 8-17 and introduce them to the possibilities within the world of flight and within themselves.

"Some people may think it odd to schedule a major flying day in February, when many parts of North America are in the midst of winter," said Steve Buss, Young Eagles Executive Director. "There are a number of good reasons, however, to promote flying Young Eagles at any time of year. In addition, pilots in the southern U.S. and in other countries are hampered by extremely hot or humid weather during the summer months. For those people, winter flights are actually a better opportunity to fly Young Eagles."

Some pilots in northern climates also use the winter months to fly skiplanes, which offer another unique facet to the world of flight. All Young Eagles pilots are encouraged to fly young people on or around the February 3 target date.



Tis' The Season ... (to be flying)

By: *Santa Claus*

(with help from #1 elf, Jim Greil)

The holiday season can be one of the most beautiful times of the year to be enjoying the spacious skies of Montana. The crisp cool air, nature's glistening white blanket, and Montana's majestic scenery are just a few reasons to enjoy taking to the skies at this time of year. However, there are a few precautions to be taken to make this time of year safe for flying.

Assume our destination airport is snow covered and slick. It is always advisable to contact the airport manager prior to a winter trip in order to be sure of runway conditions, however, this does not guarantee that those conditions will exist upon your arrival. Be sure to check all NOTAMS prior to departure. Many airports throughout the state do not maintain or provide snow removal in winter months. Sometimes the only difference between a "closed" airport in winter and an "open" one is simply the spelling of each in the directory. Assuming an airport is snow covered and slick, try to ascertain what the

snow depth is and if your aircraft can handle it. If landing on snow or slush, be sure to perform a good pre-landing observation from the air and always practice good soft field takeoff and landing technique. Never practice your proficiency in adverse conditions, practice in good conditions first, then "show off" when there's no doubt.

One piece of advice given to me long ago regarding aircraft loading was "never skimp on fuel or survival gear to save weight." This statement has especially significant meaning during the winter months. A good survival pack is essential for any flying and one suited uniquely for cold weather flying is a must when flying now. A handy thing to do is carry two survival packs, one that contains your normal gear and one that contains items directly related to cold weather, ie...boots, heavy coat, sleeping bag, etc. This eliminates unnecessary weight when flying at the warmer times of year. Probably the most

important thing to do when flying in the winter is to dress for the climate WHILE flying. In an accident, you may not be able to reach or use your survival gear for a variety of reasons. A course sponsored by the Montana Aeronautics Division, the winter survival clinic is a good idea, and I guarantee you will come away with new ideas, (why do you think I wear my red suit while navigating reindeer – simple tip given to me at the winter clinic).

Flying in the state at this time of year can be challenging and fun. With common sense and the realization that the weather can turn on a dime, especially in Montana, it need not be dangerous. Happy Holidays and "sleigh" flying.



Montana Aviation Technicians Selected

The Federal Aviation Administration's Helena Flight Standards District Office has selected the 2001 Aviation Maintenance Technician and Avionics Technician of the year for the State of Montana. The selections were made as part of the 38th annual General Aviation Awards Program. This program is a cooperative effort between the FAA and industry sponsors to recognize outstanding individuals in the Aviation Maintenance field. The selections from Montana were entered in the Northwest Mountain Regional awards program. Both of the Montana award recipients have also won the regional award. Their names will be submitted for consideration in the National awards contest scheduled for selection on January 5, 2001.

This year's winners are: Reed W. Lamb, 2001 Montana & Northwest Region Aviation Maintenance Technician of the year. Reed is currently the Director of Maintenance for Semitool's flight department. Semitool, located in Kalispell, designs, manufactures, markets and services

equipment used in the fabrication of semi-conductors. Reed started with Semitool in April of 1995. He is an Aviation Safety Counselor for the FAA in Helena. He also serves on the Dassault Falcon Jet Operator Advisory Board and Falcon 10/100-maintenance review board.

Paul F. Lehman, 2001 Montana & Northwest Mountain Region Avionics Technician of the year. Paul is currently the Avionics Shop Supervisor for Corporate Air. Corporate Air's main office is located in Billings. They have a full service FBO in Billings, but their operation is worldwide. They hold a 14 CFR Part 121 Supplemental Air Carrier Certificate, a 14 CFR Part 135 Air Carrier Certificate, and a 14 CFR Part 145 Air Agency Certificate. Paul started with Corporate Air in 1986. Prior to working for Corporate Air, Paul worked for Gillis Aviation's Radio Shop for 11 years.

The Helena Flight Standards District Office congratulates this years winners and thanks all those who supported

the awards program. Awards will be presented during the annual Aviation Conference in Kalispell. ➔

Thank You! All of you, Montana Air Search and Rescue (SAR) District Coordinators, Co-Coordinators, volunteer pilots and observers, without each one of you the Montana SAR system would not be!

Teamwork: "Snowflakes are one of nature's most fragile things, but just look at what they can do when they stick together!"



FAA Grants Course Approval

The Meteorological Technical Institute (MTI) of Helena is proud to announce FAA approval of our Airline Flight Dispatch Course. This approval permits MTI to train qualified applicants for Airline Flight Dispatch certification. Our first six-week training program will run from November 13, 2000 through December 22, 2000. MTI is offering discounted rates to a limited number of students for this first term. Six (6) classes will be offered per year, beginning January 2, 2001.

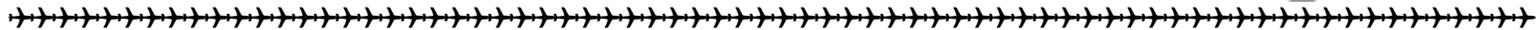
An Airline Flight Dispatcher, in cooperation with the Airline Captain, exercises the authority over initiating, conducting, and terminating a flight. He/She furnishes a flight plan, maintains constant

watch on all flights dispatched and is the go-between for the pilots and the ground service personnel. All major airlines offer health insurance, retirement contributions, overtime and holiday pay, vacation and sick leave allowance, and most offer air travel to employees and immediate family members free of charge or at greatly reduced rates.

Since airline traffic is expected to double by 2015, Airline Flight Dispatchers are in great demand. Entry level salaries begin at approximately \$24,000 per year with advancement to \$50,000. Senior Dispatchers earn between \$70,000 to \$80,000 per year.

MTI is the only Airline Flight Dis-

patch program to offer actual flight instruction as part of the curriculum. MTI is a non-profit vocational technical school dedicated to teaching students the necessary skills needed to enter the work force at entry level positions. For more information on class dates, available openings, and tuition, contact MTI at 406-443-4314, visit our website at www.mtiwx.com, or send us e-mail at mti@mtiwx.com.



MONTANA AVIATION CONFERENCE March 1-3, 2001

Mail to:
Montana Aeronautics Division
P.O. Box 5178
Helena, MT 59604-5178

PLEASE TYPE OR PRINT

NAMES OF PARTICIPANT(S) (for name tags) _____

ADDRESS, CITY, STATE ZIP & PHONE _____

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(choose one only for nametag)
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PLEASE MAKE THE FOLLOWING RESERVATIONS
NOTE: **Meal tickets must be purchased 48 hours in advance.**

**TAKEOFF TO LANDING PACKAGE
(INCLUDES REGS. & ALL MEALS)**
_____ @ \$115/PERSON \$ _____
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-OR- REG. FEE _____ @ \$50/PERSON \$ _____
_____ @ \$65/FAMILY \$ _____
Thursday Luncheon _____ @ \$10 \$ _____
Thursday Dinner _____ @ \$25 \$ _____
Friday Luncheon _____ @ \$10 \$ _____
Friday Dinner/Dance _____ @ FREE \$ -0-
Saturday Luncheon _____ @ FREE \$ -0-
Saturday Banquet _____ @ \$25 \$ _____

**MAKE CHECKS PAYABLE TO:
MONTANA AERONAUTICS DIVISION**

TOTAL: \$ _____

MERRY CHRISTMAS & HAPPY NEW YEAR FROM
THE STAFF AT
MONTANA AERONAUTICS DIVISION



FLY HAPPY
FLY SAFE
Mike

Patty
Mike R.
Ken W.

MERRY CHRISTMAS,
[Signature]

Shirley
Jeanne

Tina

Debbie

DECEMBER 2000



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